(d) and (e) Available documentary evidence on the Missing Defence Personnel has been supplied to the Government of Pakistan. Relatives of some of the prisoners met our officials and were given the factual position.

(f) The question of sending an Indian Medical Team at this stage does not arise.

Delay in flights IC 409 and 410

1431. SHRI ASHWANI KUMAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of times when IC Nos. 409 and 410 have landed on time, delayed or over-flew Ranchi in January, 1989 and when these flights over-flew Ranchi due to non-functioning of night landing facilities;

(b) what action has been taken or is proposed to be taken to ensure that these flights touch Ranchi/Patna on Schedule time, to avoid over-flying; and

(c) whether Government propose to start both these flights from Delhi and Calcutta at 6.00 A.M.; if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) During Jan.'89 the flights IC-409 and 410 operated as under:—

	IC-409	IC-410
(i) landed at Ranchi on time	8	Nil
(ii) Arrived Ranchi late	21	26

IC-409/410 did not overfly Ranchi during Jan.'89 due to non-functioning of night landing facilities. IC-409 was cancelled twice due to grounding of aircraft and IC-410 overflew Ranchi on 5 occasions due to poor visibility at Ranchi.

(b) In the schedule effective 17.1.1989, Indian Airlines has provided greater cushioning on these flights so that the flights clear Ranchi and Patna during day time.

(c) During winter months, due to inclement weather conditions in the morning at Calcutta, Delhi and enroute stations, change of the departure time to 6.00 A.M. will not result in regularity of these flights.

Recommendations of Sikri Committee on Railway Accidents

1432. SHRI LAL K. ADVANI: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of the recommendations made by the Sikri Committee on Railway Accidents, 1978 which still remain to be implemented; and

(b) what have been the results, over these years, of the non-implementation of each of these recommendations, separately?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Out of a total of 528 recommendations made by the Sikri Committee, 454 have been accepted. Of the accepted recommendations all, excepting 8, have been implemented. The details of these eight pending recommendations are given in the statement attached. (*See* below)

(b) It is not possible to quantify the results of non-implementation of these recommendations. The recommendations are pending mainly due to the time-lag involved for upgrading technology and developing new technical devices.

Statement

Accepted recommendations of the Railway accidents enquiry Committee-1978(Sikri Committee) which are yet to be implemented.

S.No.	Text of the Recommendation
1.	The hand-brake in EMUs should be provided in the motorman's cab.
2.	Hydraulic buffers should be provided at dead ends on platform lines at terminal stations. A suitable design of a hydraulic buffer should be evolved speedily.
3.	On DTC section where loads remain stabled for long periods, the Railways should take steps to ensure that the conductivity of rails in such cases is maintained at satisfactory levels
4.	A satisfactory and reliable communication should be developed between trains in motion and ground station and also between functionaries on the train itself.
5.	The Railway Board should pursue with urgency development of a suitable indigenous design of Las Vehicle Check Device.
6.	Field telephone should be provided to the guard of each goods train so that he can contact the station master on either side of the occupied section.
7.	The officers of the Commission of Railway Safety should be empowered to summon witnesses from the public as in the case of Commissions of Inquiry.
8.	The Deputy Commissioner (General at the headquarters of the Commission of Railway safety should be in the rank of a Commissioner. He should normally be drawn from a discipline different to the one to which the Chief Commissioner belongs.

Policy to Levy over-head charges on ITDC Units

1433. SHRI ASHWANI KUMAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any policy has been laid down by the Board of Directors of ITDC to levy over-head charges on its various Units; if so, what are the details thereof and since when this policy has been in force;

(b) what was the total turn-over and profit, before levy of over-head charges, of ITDC Headquarters and of each Unit of IDTC for the financial years 1984-85, 1985-86, 1986-87 and 1987-88; and

(c) what is the total capital investment in Ashok Hotel, New Delhi?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Yes Sir. The policy effective from 1977-78 provides for allocation of central overheads including overheads of respective Divisions on the basis of turnover of each unit of the ITDC.

(b) The requisite information is given in Annexure [*See* Appendix CXLIX, Annexure No. 80]

(c) As on 31 Mar. 88, the Capital employed in Ashok Hotel is Rs.842.48 lakhs.